



+ Flat wagons

- Covered wagons

Hiqqrs-w

Hiqqrs-w

[Habinss](#)

Laaeilprs

Sis

+ Intermodal wagons

+ Car carriers

+ Special/bogies



Habinss

Sliding-wall freight wagon

The Habinss offers the best protection against dust and dirt on the wall wagon market. This makes it extremely suitable for demanding payloads such as paper and white goods. The wagon's floor is designed to minimise load movement and thus prevent damage to the cargo. Habinss is also the market's most spacious 4-axle sliding-wall wagon and offers the highest load capabilities. A payload of 74 tonnes and capacity of 174.7 cubic metres (UIC 506 GB) make it a very efficient choice for today's transport needs.

Advantages in brief:

- Capacity of 174.7 cubic metres (UIC 506 GB).
- Payload of 74 tonnes.
- Very even and durable element floor that stops the load from moving, 5-tonne wheel load.
- Enclosed structure that does not let in dust and dirt.
- Smoothly functioning, modern, wall-sliding mechanism.
- Bogie type ensures very smooth ride.
- Aesthetically pleasing, sliding roof as an option.
- Efficient, patented design.

Technical Data

Lenght over buffers	23,240 mm
Gauge	GB, UIC 506
Design speed	120 km/g
Tare weight	26 tonnes
Payload	74 tonnes
Loading volume	174,7 m3
Loading area	62 m2
Loading lenght	21,980 mm
Loading width	2,840 mm
Loading height	2,870 mm
Platform height	1,200 mm
Max. floor pressure	5 tonnes/90 x 300 mm2
Min. curve, coupled	90 m

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leaflet](#)

The most effective and tight sliding wall wagon on the market

A very tight structure

Talgo's Sliding Wall Wagon Habinss is the tightest possible sliding wall wagon on the market. The structure does not let dust or dirt in, which makes the wagon extremely suitable for demanding payloads like paper and white goods. The floor of the wagon is designed to minimise load movement and thus prevent the payload from getting damaged.

High capacity

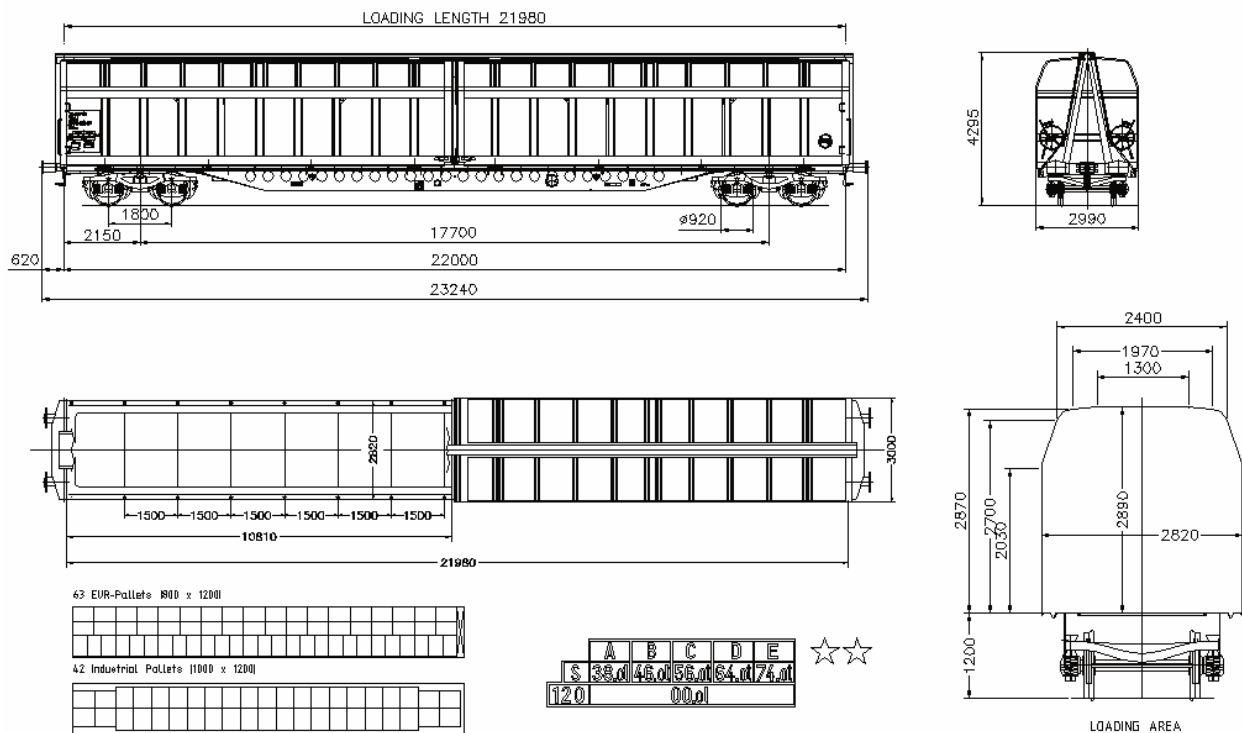
The Sliding Wall Wagon Habinss is the most spacious and highest payload 4-axle sliding wall wagon. A payload of 74 tonnes and capacity of 174.7 cubic metres (UIC 506 GB) make it a very efficient choice for modern transportation needs.

Sliding Wall Wagon Habinss

- High capacity, high payload
- Durable element floor that stops the load from moving
- 5.0 t wheel load
- Tight structure
- Easy-to-use reliable sliding walls



Sliding Wall Wagon Habinss



Technical Data

Length over buffers	23 240 mm
Gauge	GB, UIC 506
Design speed	120 km/h
Tare	26 t
Payload	74 t
Loading volume	174.7 m ³
Loading area	62 m ²
Loading length	21 980 mm
Loading width	2 840 mm
Loading height	2 870 mm
Platform height	1 200 mm
Max floor pressure	5.0 t / 90 x 300 mm ²
Minimum curve, coupled	90 m



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Sis

Sliding-hood freight wagon

A 4-axle enclosed sliding-hood wagon specially tailored for crane or forklift loading.

Technical Data

Lenght over buffers	23,240 mm
Platform height	1,200 mm
Bogie centre-to centre distance	17,700 mm
Gauge	UIC 505-1
Bogie type	65 sd tai K16
Design speed	100 km/h
Tare weight	30.2 tonnes
Payload	59.5 tonnes
Loading volume	165,5 m3
Loading area	60,5 m2
Loading lenght	21,904 mm
Loading width	2.770 mm

4-achsiger Grossraum-Schiebewandwagen - 4-axle large volume all-door-car - Wagon à parois coulissantes à 4 essieux à grande volume



Moderner Drehgestellwagen mit höchster Ladekapazität (63,5 t) und massgeschneiderter Bodenabmesung für optimale Palettenaufteilung. Trennwände können separat geliefert werden. Der ideale Wagen für Papier und Zellulose, palettierte Güter, „Weisswaren“, Autoteile, etc.

A modern bogie car with the highest loading capacity (63,5 t) and made-to-measure floor design for maximisation of pallet loading. Partition walls can be supplied by arrangement. The ideal railcar for paper and cellulose, palletized goods, „white goods“, car parts etc.

Le wagon bogies moderne avec la plus grande capacité de chargement (63,5 t) et des dimensions de plan de chargement sur mesure pour une répartition optimale de charges palettisées. Des cloisons mobiles sont disponibles sur demande. Le wagon idéal pour papier, cellulose, charges palettisées, „produits blancs“, pièces automobiles etc.



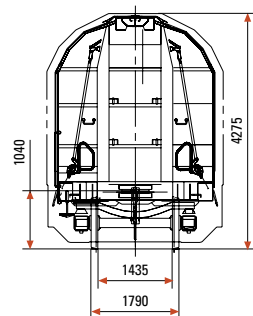
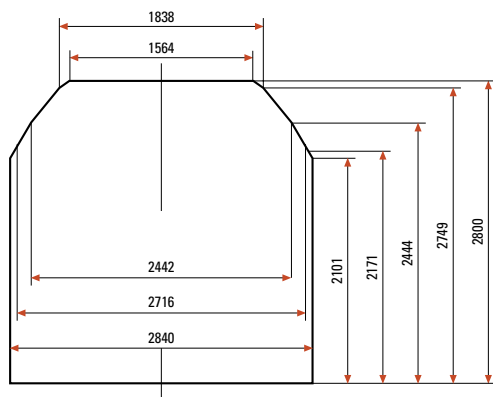
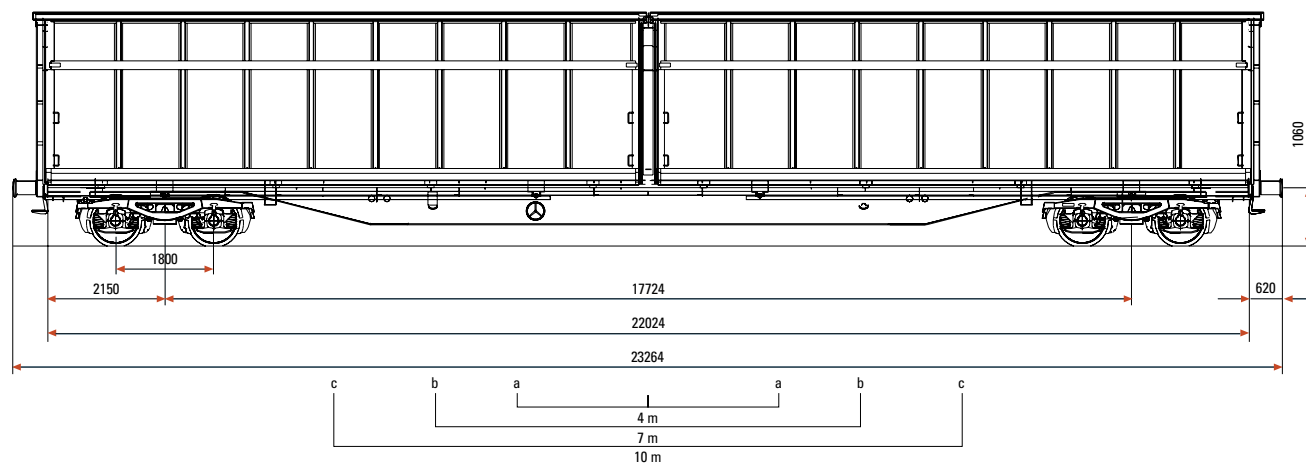
Technische Daten		Technical details		Données techniques	
Länge über Puffer	23'264 mm	Length over buffers	23'264 mm	Longueur totale sur tampon	23'264 mm
Ladelänge	22'000 mm	Loading length	22'000 mm	Longeur utile	22'000 mm
Ladebreite	2'840 mm	Loading width	2'840 mm	Largeur utile	2'840 mm
Ladehöhe	2'800 mm	Loading height	2'800 mm	Hauteur utilie	2'800 mm
Ladefläche	62,5 m²	Area	62,5 m²	Superficie	62,5 m²
Laderaum	167,4 m³	Volume	167,4 m³	Volume	167,4 m³
Ladegewicht	63,5 t	Cargo weight	63,5 t	Charge utile	63,5 t
Eigengewicht	26,5 t	Tare weight	26,5 t	Tare	26,5 t
Palettenstellplätze		Number of Pallets		Nombre de palettes	
EUR-Paletten (800x1200 mm)	63	EUR-pallets (800x1200 mm)	63	EUR-palettes (800x1200 mm)	63
IP-Paletten (1000x1200 mm)	42	IP-pallets (1000x1200 mm)	42	IP-palettes (1000x1200 mm)	42
Max. Geschwindigkeit	120 km/h	Maximum Speed	120 km/h	Vitesse Maximale	120 km/h
Min. befahrbarer Kurvenradius	150 m*	Minimum curve-radius	150 m*	Rayon de courbure	150 m*
Fussbodenhöhe	1'202 mm	Floor height	1'202 mm	Hauteur du plancher	1'202 mm
Seitenöffnung	10'813 mm	Side opening	10'813 mm	Ouverture latérale	10'813 mm
Fährbootfähigkeit	2° 30'	Ferry boat capability	2° 30'	Angle de passage sur ferry boat	2° 30'

* Im Zugverband, als Einzelwagen 35 m
Trennwände zu ca. 250 kg können je nach Bedarf geliefert werden.

* in train composition, as single wagon 35 m
Movable partition walls (weight 250 kg per wall) can be supplied where required

* en composition de train, comme wagon individuel 35 m
Des cloisons mobiles à 250 kg peuvent être installées

4-achsiger Grossraum-Schiebewandwagen - 4-axle large volume all-door-car -
Wagon à parois coulissantes à 4 essieux à grande volume



Ladehöhe und Ladebreite
Loading height and loading width
Hauteurs et Largeurs utiles

Höhe über Height above Hauteur au-dessus	Ladebreite Width Largeur utile
Fussboden Floor / Plancher	
in/en mm	in/en mm
2'101	2'840
2'141	2'792
2'171	2'716
2'200	2'685
2'250	2'635
2'300	2'585
2'350	2'535
2'400	2'485
2'444	2'442
2'500	2'331
2'550	2'232
2'600	2'133
2'700	1'936
2'749	1'838
2'800	1'564

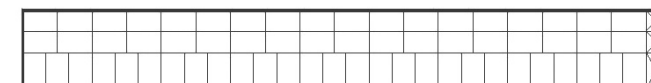
Einzellastenraster
Concentrated Loading
Charges concentrées

m		t
a-a	4 m	22,0
b-b	7 m	25,0
c-c	10 m	28,0
d-d	13 m	33,0
e-e	17 m	41,0
f-f	22 m	63,5

Lastgrenzen ohne Trennwände
Load limits without partition walls
Charges limites sans cloisons

	A	B	C	D
S	37,5 t	45,5 t	55,5 t	63,5 t
SS	37,5 t	45,5 t	53,5 t	

Palettenplätze
Number of pallets
Nombre de palettes



(in einer Schicht - in one layer - sur un niveau)

63 EUR-Paletten (800 x 1200), 42 Industrie-Paletten (1000 x 1200)

Wagon Habbins-s-z



Cargo wagon Habbins-s-z with maximal loading capacity of 62.5 tons is designed with floor for optimal loading of pallets. 63 EUR pallets (800x1200 mm) or 42 industrial pallets (1000x1200 mm) can be loaded.

Wagon is ideal for transportation of paper, cellulose, home appliances, automobile parts etc.

Technical data

Track gauge:	1435 mm
Number of axles:	4
Length over buffers:	23264 mm
Tread circle diameter:	920 mm
Total wagon height:	4270 mm
Maximal wagon width:	3038 mm
Loading length:	22000 mm
Loading width:	2840 mm
Loading height:	2800 mm
Loading capacity:	161.4 m ³
Loading area:	62.5 m ²
Loading opening:	10808 x 2800 mm
Height above top of rail:	1202 mm
Tare weight:	27.5 t
Max. payload:	62.5 t
Curvature radius:	60 m
Max. speed:	120 kmph
Number of pallets:	
EUR-pallet (800x1200)	63
IP-pallet (1000x1200)	42

Coupling gear

Coupling gear is frontal-type, according to UIC 520 i 521 standards with elastomer spring TS 2 type RG15, 1000 kN hook and 850 kN clutch.

Buffers

Wagon is equipped with four class A buffers (30 KJ) according to UIC 526 and 527-1 standards with elastomer spring.

Braking equipment

Wagon is equipped with hand and compressed air brake. Air brake MH-GP-A-2x16" is automatic for SS travelling regime, according to UIC 540 - 545 standard.

Painting and inscriptions

Wagon is painted and marked with RAL 8012 paint, according to UIC, RIV and Croatian Railways standards.

4-achsiger Großraum-Schiebewandwagen

4-axled high capacity sliding wall wagon

**Wagon de grande capacité à 4 essieux avec
parois coulissantes**



4-achsiger Großraum-Schiebewandwagen

4-axled high capacity sliding wall wagon · Wagon de grande capacité



D

Der Wagen ist als großräumiges Mehrzweckfahrzeug mit 2-teiligen Schiebewänden ausgelegt. Damit ist er besonders wirtschaftlich verwendbar für die seitliche Be- und Entladung mit Gabelstaplern. Die beiden Schiebewände geben auf jeder Wagenlängsseite jeweils ca. 50 % der Ladelänge frei. Der Habbiins 344 eignet sich besonders für den Transport von Papierrollen, Zellulose, Schnittholz, Holz- und Faserplatten und palettierte Ware. Die Profilauslegung erfolgt nach der Begrenzungslinie gem. UIV-MB 505-1 (G1) und den Bestimmungen des RIV. Die Höchstgeschwindigkeit beträgt 120 km/h.

Die Konstruktion basiert auf langjähriger Erfahrung bei der Entwicklung und dem Bau von Schiebewandwagen. Entsprechend sind langzeiterprobte Komponenten eingesetzt.

Der Wagen ist ausgelegt und vorbereitet für den Einbau von 6 bis 8 Stück verschieb- und verriegelbaren Trennwänden.

Zur Ladungssicherung von liegend verladenen Papierrollen sind die Wagen mit metallischen Keilen ausgerüstet. Die Festigkeit der Schiebewände ist gegenüber ERRI B 12/RP 17, 8. Ausgabe, Ziffer 4.1.3.1 um eine 50 % höhere Belastung ausgelegt.

GB

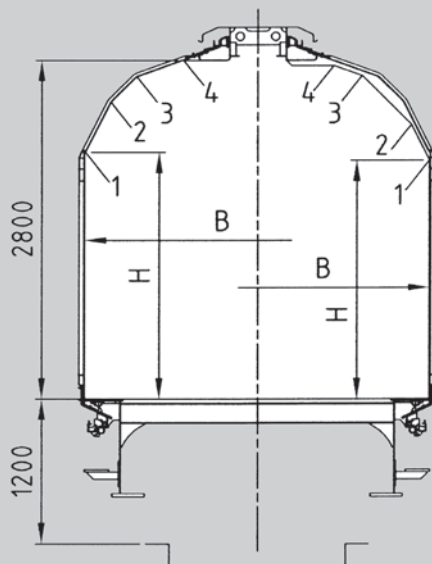
The wagon is a large-volume multi-purpose vehicle with 2-part sliding walls. These features make the wagon especially economic in that side loading and unloading with forklifts is possible. Both sliding walls expose around 50 % of the loading length on each long side of the wagon.

The Habbiins 344 wagon is especially suited to transport rolls of paper, cellulose, sawn timber, sheets of plywood, and goods on pallets.

The clearance has been designed to be in accordance with the gauge stated in UIC leaflet 505-1 (G1) and the RIV requirements. Maximum speed is 120 km/h.

Querschnitt · Cross section · Coupe transversale

Wandbereich In the area of the side walls A l'endroit des parois		
	H (mm)	B (mm)
1	2038	2820
	2100	2738
	2150	2688
	2200	2638
	2250	2588
	2300	2538
	2350	2488
	2400	2438
2	2450	2388
	2453	2386
	2500	2290
	2550	2190
	2600	2090
	2650	1988
	2662	1964
	2700	1756
3	2750	1482
	2800	1206



Mittelportalbereich In the area of the central columns A l'endroit des colonnes centrales		
	H (mm)	B (mm)
1	1970	2810
	2050	2730
	2100	2680
	2150	2630
	2200	2580
	2250	2530
	2267	2514
	2300	2448
2	2350	2348
	2400	2248
	2450	2148
	2500	2048
	2550	1948
	2600	1848
	2650	1748
	2670	1708
3	2700	1544
	2750	1270
	2755	1242

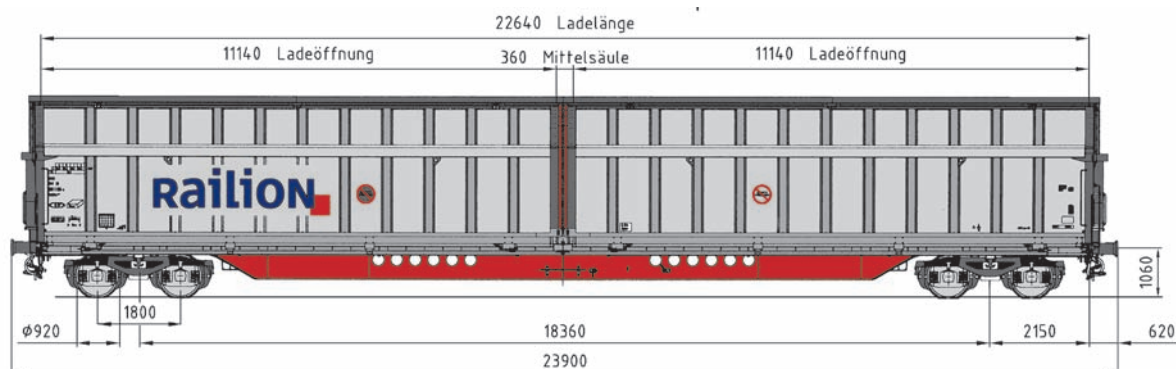
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The design is based on our years of experience in developing and constructing sliding wall wagons. Therefore, only components that have been in practice for years are used. The wagon is designed and prepared for the installation of 6- to 8-part sliding and locking partitions. To secure cargo such as rolls of paper that are not loaded in an upright position, the wagons are equipped with metal blocks. The strength of the sliding walls has been designed as per ERRI B 12 / RP 17, 8th edition, section 4.1.3.1 for a 50% greater load.

Le wagon est conçu comme véhicule spacieux tous usages, muni de parois coulissantes en 2 parties. Ainsi, il peut être utilisé de façon particulièrement économique pour le chargement latéral à l'aide de chariots élévateurs à fourche. Les deux parois coulissantes libèrent env. 50 % de la longueur de chargement de chaque côté longitudinal du wagon. Le wagon Habbins 344 est parfaitement adapté au transport de rouleaux de papier, de cellulose, de bois de sciage, de plaques en bois et en fibre et de marchandises mises aux palettes. La conception des profilés s'effectue suivant le gabarit d'encombrement

limite conformément à la norme UIC-MB 505-1 et aux dispositions du RIV. La vitesse maximale est de 120 km/h. La conception est basée sur une longue expérience à l'égard du développement et de la construction de wagons à parois coulissantes. Des composants mis à l'épreuve depuis longtemps sont utilisés en conséquence. Pour la sécurité des rouleaux de papier chargés à l'horizontale, les chariots sont dotés de cales métalliques. La résistance des parois coulissantes est conçue pour une charge plus élevée de 50 % par rapport au ERRI B 12/RP 17, 8e édition, alinéa 4.1.3.1.





Technische Daten 4-achsiger Großraum-Schiebewandwagen	Technical data 4-axled high capacity sliding wall wagon	Données techniques Wagon de grande capacité à 4 essieux avec parois coulissantes	
Bauart	Type	Type	Habbiins 344
Eigengewicht	Tare	Tare	27,0 t
Ladegewicht max.	Max. carrying capacity	Charge utile max.	63,0 t
Gesamtgewicht max.	Max. total weight	Charge brute max.	90,0 t
Drehzapfenabstand	Distance between bogie pivots	Distance entre pivots	18.360 mm
Länge über Puffer	Length over buffers	Longueur hors tampons	23.900 mm
Wagenbreite	Width of wagon	Largeur du wagon	2.910 mm
Wagenhöhe	Height of wagon	Hauteur du wagon	4.275 mm
Fußbodenhöhe über SO	Height of floor above top of rail	Hauteur du plancher au-dessus du rail	1.200 mm
Ladelänge	Loading length	Longueur utile	22.640 mm
Ladebreite	Loading width	Largeur utile	2.820 mm
Ladefläche	Loading area	Surface de chargement	63,8 m²
Ladevolumen (bis Unterkante Obergurt)	Load volume (to underside of top girder)	Volume de chargement (jusqu'à la membrure supérieure)	170 m³
Ladeöffnung	Loading trap	Ouverture de chargement	2 x 11.140 mm
Höhe der Ladeöffnung	Interior height of loading trap	Hauteur libre de l'ouverture de chargement	2.800 mm
Druckluftbremse	Air brake	Frein pneumatique	KE-GP-A(K)
Drehgestell	Bogie	Bogie	Y25 LSD 1 (BA 629.4)
Laufkreisdurchmesser	Wheel rim diameter	Diamètre du cercle de roulement	920 mm
Radsatzlast max.	Max. axle load	Charge max. par essieu	22,5 t
Kl. befahrbarer Gleisbogenradius im Zugverband	Min. negotiable curve radius in a train	Rayon min. praticable en courbe, en rame	150 m
Kl. befahrbarer Gleisbogenradius als Einzelwagen	Min. negotiable curve radius as individual wagon	Rayon min. praticable en courbe, wagon isolé	60 m
Vmax. lauftechnisch	Vmax. (dynamic)	Vmax. (stabilité de marche)	120 km/h
Vmax. bremsstechnisch	Vmax. (braking)	Vmax. (freinage)	100 km/h
Wagenbegrenzungslinie	Vehicle gauge	Gabarit	UIC 505-1(G1)

Technische Änderungen vorbehalten.

Technical specifications are subject to change.

Toute modification technique réservée.

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